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PRO COMP SUSPENSION

Suspension Systems that Work!

MUST BE PURCHASED SEPERATELY:
Dodge 2500 cam bolts (Part#6505742AA) can be purchased from your local Dodge dealer.

WARNING! It has come to our attention that the 2005 Dodge 2500 4X4 with turbo diesel has a vibration in the drive line. After testing a lifted vehicle and driving a stock unit it has been determined that they have a drive line vibration from the factory. The application of this suspension lift exaggerates this attribute.

Part # 56708/56708MX 2003– 2008 Dodge 1500 Mega Cab/ 2500 4X4 6” Coil Spring Lift kit	Part # 56709/56709MX 2003– 2008 Dodge 1500 Mega Cab/ 2500 4X4 5” coil spacer Lift kit

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Box 1 of 3-PN # 56708/56708MX/56709/56709MX-1

Part #	Description	Qty.	Illus.	Page
DC500-1	**PITMAN ARM**	**1**	**-**	**-**
15-10995	**BUMPSTOP**	**2**	**3**	**7**
90-6029	**HARDWARE PACK: Brake Line**	**1**	**-**	**-**
15-10966	3/8” PLASTIC HOSE CLAMPS	4	-	-
13-20447	#10 X 1/2" HWH ZINC	4	-	-
90-2359	**LOWER CONTROL ARM**	**2**	**4,5**	**8,9**
90-2361	**UPPER CONTROL ARM: 15 degree bend**	**2**	**4,5**	**8,9**
90-6273	**BUSHINGS AND SLEEVES: LOWER ARM**	**1**	**-**	**-**
15-10979	BUSHINGS LOWER ARM	8	4	8
90-2101	SLEEVE 7/8" X .635" X 2.618"	4	4	8
90-6274	**BUSHINGS AND SLEEVES: UPPER ARM**	**1**	**-**	**-**
15-11187	BUSHINGS LOWER ARM	8	4	8
90-2114	SLEEVE .75” X .095" X 2.360"	4	4	8
90-6024	**HARDWARE PACK: Sway Bar**	**1**	**-**	**-**
70-0371501500	3/8” x 1 1/2” USS Gr. 5 Bolt	2	7	10
70-03725001500	3/8” x 2 1/2” USS Gr. 5 Bolt	2	7	10
72-03700100512	3/8” USS LOCKNUT	4	7	10
73-03700030	3/8” SAE FLAT WASHER	4	7	10
73-03700042	3/8” USS HARDENED FLAT WASHER	2	7	10
90-6312	**HARDWARE PACK: SWAY BAR LINK**	**1**	**-**	**-**
45359	HOURGLASS BUSHING	4	7	10
P-843	SPACER PACK	2	7	10
61150	3/8" SLEEVE	2	7	10
90-2039	SWAY BAR ADAPTER SLEEVE	2	7	10
90-1010	SWAY BAR END LINK	2	7	10
90-2357	**DODGE SWAY BAR END LINK**	**2**	7	10
90-3561	**TRACK BAR RELOCATION BRACKET 5"**	**1**	**8**	**11**
96-5068	**TRACK BAR BRACKET DRILL TEMPLATE**	**1**	**-**	**-**
90-6268	**HARDWARE PACK: TRACK BAR BRACKET**	**1**	**-**	**-**
70-0563001800	9/16" X 3" Gr. 8 HEXBOLT	1	8	11
72-056100816	9/16" USS STOVER NUT	1	8	11
73-05600034	9/16" SAE Gr. 8 FLAT WASHER	2	8	11
70-0504001800	1/2" X 4" Gr. 8 HEXBOLT	1	8	11
72-050100816	1/2" USS STOVER NUT	1	8	11
73-05000034	1/2" SAE Gr. 8 FLAT WASHER	2	8	11
70-0623001800	5/8” -18 X 3” Gr. 8 HEX BOLT	1	8	11
72-062100816	5/8” STOVER NUT	1	8	11
73-06200034	5/8” FLAT WASHER	2	8	11

Part #	Description	Qty.	Illus.	Page
13-90330	**U-BOLTS 9/16" X 3.65" X 13.5"**	**4**	**B**	**14**
20-65302	**HARDWARE PACK: U-BOLT**	**1**	**-**	**-**
	9/16" WASHERS	8	B	14
	9/16" NUTS	8	B	14
95-300D	**3" ALUMINUM BLOCK**	**2**	**B**	**14**
51255	**SHIM KIT**	**1**	**-**	**-**
90-6327	**HARDWARE PACK: SHIM KIT**	**1**	**-**	**-**
90-3081	**BUMP STOP BRACKETS**	**4**	**A**	**13**
90-6223	**HARDWARE PACK:**	**1**	**-**	**-**
90-6242	**HARDWARE PACK:**	**1**	**-**	**-**
600026	3/4" BUSHING	2	-	-
P-1036	SLEEVE	2	-	-
90-6430	**HARDWARE PACK:**	**1**	**-**	**-**
71-140802001000	14mm- 2.0 X 80mm HEX BOLT Gr. 10.9	2	-	-
.140CNUCZ	14mm- 2.0 STOVER NUT	2	-	-
73-01410930	14mm FLAT WASHER PLATED	4	-	-
13-90328	**U-BOLTS 5/8"-18– X 4.125" X 13.875**	**4**	**B**	**14**
20-65471	**HARDWARE PACK: U-BOLT**	**1**	**-**	**-**
	5/8" WASHERS	8	B	14
	5/8" NUTS	8	B	14
90-1539	**FRONT BRAKE LINE EXTENSION BRACKET**	**2**	**-**	**-**
90-6299	**HARDWARE PACK: Front Brake Lines**	**1**	**-**	**-**
70-0311001800	5/16" X 1" HEX BOLT GR. 8	2	-	-
72-0531100816	5/16" NYLOCK NUT	2	-	-
73-03100034	5/16" HARDENED FLAT WASHER	4	-	-
90-6654	**HARDWARE PACK: Upper Control Arm Bolt**	**1**	**-**	**-**
70-0565501800	9/16" X 5 1/2" Gr. 8 HEX BOLT	1	-	-
72-056100816	9/16" STOVER NUT	1	-	-
73-05600034	9/16" HARDENED FLAT WASHER Gr. 8	2	-	-

Box 2 of 3 PN # 56708/56708/56709/56709MX-2

90-2411	**ADJUSTABLE TRACK BAR**	**1**	**8**	**11**
90-6620	**HARDWARE PACK: 2500 DODGE TRACK BAR**	**1**	**-**	**-**
JMX12T	ROD END .750"-16 W/ .750"	1	8	11
SJNR12	3/4" STEEL R.H. JAM NUT	1	8	11
15-11220	BUSHING - TRACK BAR	2	-	-
90-2759	SLEEVE-2008 Models	1	-	-
90-2763	SLEEVE-2003-2007 Models	1	-	-
90-2449	HEIM SPACERS	2	8	11

Box 3 of 3 **PN # 56708/56709-3**

Part #	Description	Qty.	Illus.	Page
MX6104	**FRONT SHOCK MX-6 SHOCK ABSORBER**	**2**	**2,6**	**7,10**
MX6100	**REAR SHOCK MX-6 SHOCK ABSORBER**	**2**	**-**	**-**

OR Box 3 of 3 **PN # 56708MX/56709MX-3**

927591	**FRONT SHOCK ABSORBER**	**2**	**2,6**	**7,10**
929505	**REAR SHOCK ABSORBER**	**2**	**-**	**-**

FOLLOWING PARTS ARE USED IN CONJUNCTION WITH THIS KIT.
THEY ARE PACKAGED AND MUST BE ORDERED SEPARATELY.

COIL SPACER: 91-4091B For 56709 5" Spacer Kit

OR

COIL SPRINGS: 56160 (Diesel) For 56708 6" Coil Spacer kit
COIL SPRINGS: 56170 (Gas) For 56708 6" Coil Spacer kit

Transmission Brackets:

90-5140B Transmission Drop Bracket: 2003-2005 (Gas) 1

OR

90-5143B Transmission Drop Bracket: 2006-2008 (Gas) 1

OR

90-5146B Transmission Drop Bracket: 2003-2005 (5.9L Diesel) 1

OR

90-5149B Transmission Drop Bracket: 2006-2008 (5.9L Diesel) 1

OR

90-5152B Transmission Drop Bracket: 2007-2008 (6.7L Diesel) 1

Optional Equipment Available from your Pro Comp Distributor!

56120 Double Shock Hoop Kit
72501B Traction Bars: Crew Cab
72098B Traction Bar Mounting Kit: Crew Cab
219838 Dual Steering Stabilizer Kit
50328 U-bolt kit for vehicles w/ Dana 80 rear axle.

Check out our outstanding selection of Pro Comp tires to compliment your new installation!

Introduction:

- This installation requires a professional mechanic!
- We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- Check the special equipment list and ensure the availability of these tools.
- Secure and properly block vehicle prior to beginning installation.
- ALWAYS wear safety glasses when using power tools or working under the vehicle!
- Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock compound where specified.
- **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**
- Disconnect the negative battery cable when working on the vehicle.

⇒ Front end and head light realignment is necessary!

⇒ Speedometer and ABS recalibration will be necessary if larger tires (10% more than stock diameter) are installed.

Tire and wheel choice is crucial in assuring proper fit, performance, and the safety of your Pro Comp equipped vehicle. For this application, a wheel not to exceed 10" in width with a minimum backspacing of 3.25" must be used. Additionally, a quality tire of radial design, not exceeding 35" tall X 13.5" wide (for the 5" spacer kit) or 37 tall X 13.5" wide (for the 6" coil kit) is recommended. Violation of these recommendations will not be endorsed as acceptable by Pro Comp Suspension and will void any and all warranties either written or implied.

SPECIAL TOOLS

⇒ PLEASE REFER TO YOUR SERVICE MANUAL FOR MORE INFORMATION.

⇒ A SPECIAL REMOVAL TOOL IS REQUIRED FOR SAFE REMOVAL OF THE TIE RODS.

⇒ A SPECIAL REMOVAL TOOL IS REQUIRED FOR SAFE REMOVAL OF THE COIL SPRINGS.

⇒ YOU WILL NEED TO PURCHACE NEW FACTORY CAM BOLTS FOR THE LOWER CONTROL ARMS.

⇒ THESE TOOL MAY BE PURCHASED AT YOUR LOCAL DEALER.

⇒ YOU MAY BE ABLE TO RENT ANY OF THESE TOOLS AT YOUR LOCAL PARTS STORE.

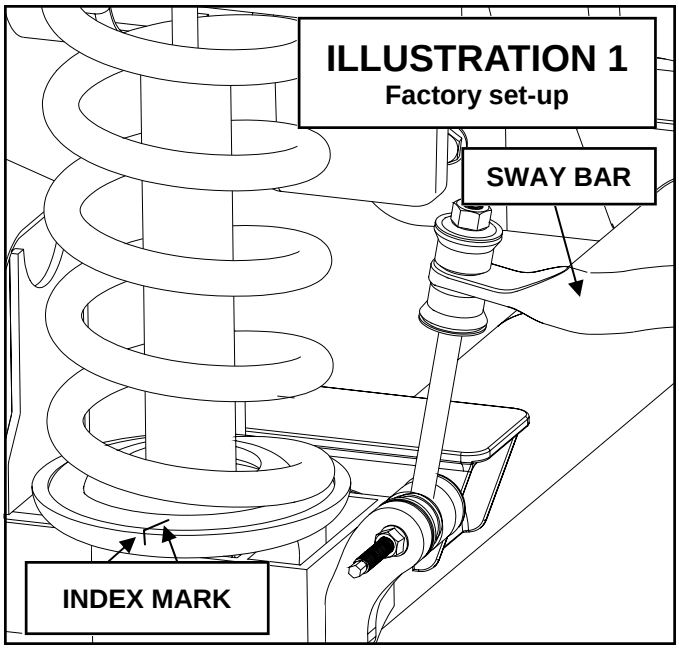
Front Installation

1. Prior to installing this kit. With the vehicle on the ground, measure the height of your vehicle. This measurement can be recorded from the center of the wheel, straight up to the top of the inner fender lip. Record the measurements below.

LF: _____ **RF**: _____

LR: _____ **RR**: _____

2. Ensure that your work space is of adequate size and the work surface is level. Set the emergency brake. Place your floor jack under the front axle and raise vehicle. Place jack stands under the frame rails behind the front wheel wells and lower the frame onto the stands. Remove the jack and place blocks both in front of and behind the rear wheels. Remove the wheels.
3. Remove any skid plates or debris shields from the bottom of the vehicle.
4. Unbolt both brake line brackets from the frame and front axle brackets to allow for free movement of the suspension components.
5. ***Coil spacer kit only!:*** Place an index mark on the bottom of the coil springs and lower spring pockets. This is so the coil spring and lower spring mount can later be installed in the correct position. See **ILLUSTRATION 1**.



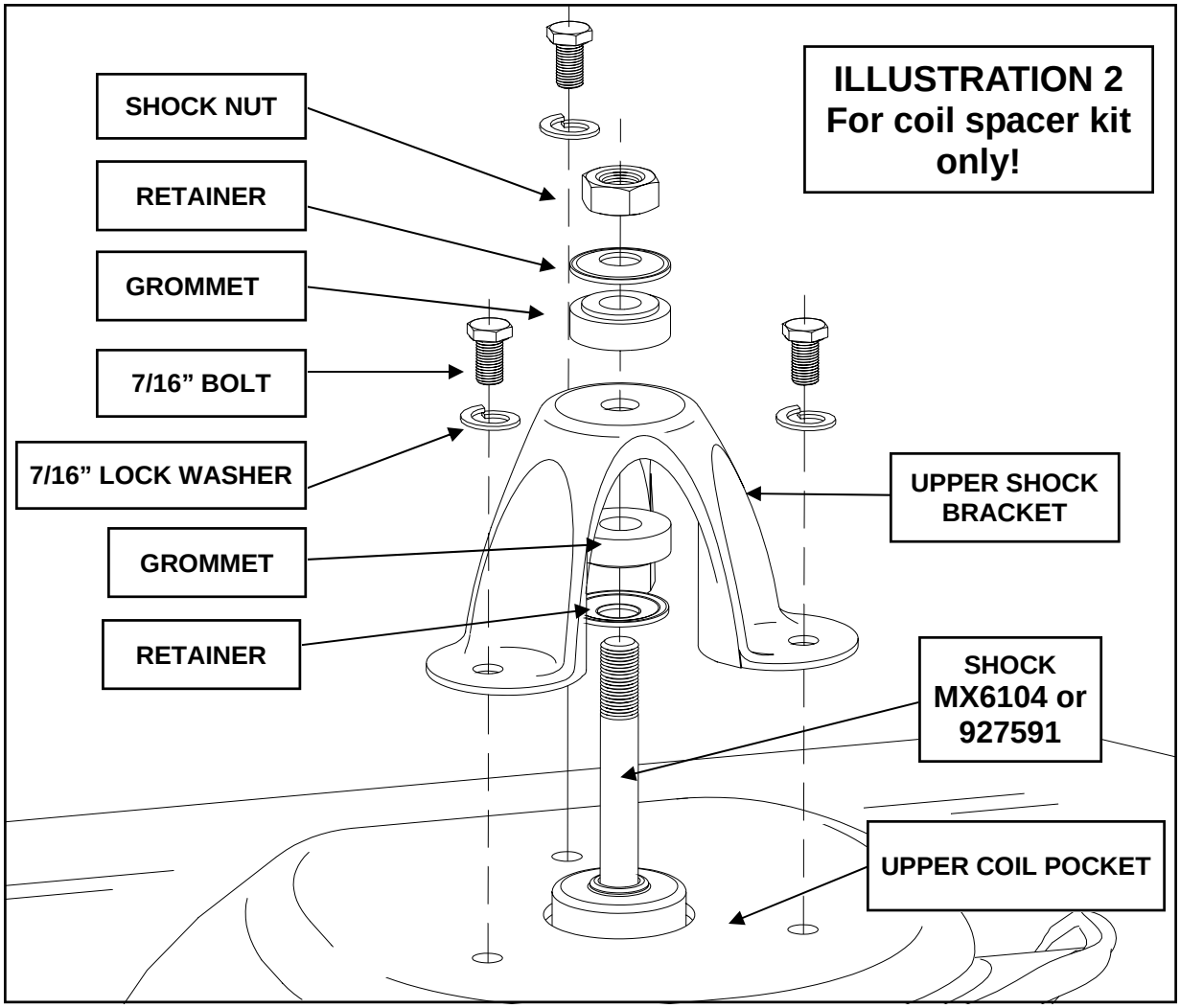
6. Unbolt sway bar from end links.
7. Raise a jack under the coil springs to support the axle.

Work on one side of the vehicle at a time.

8. Compress coil spring with coil spring compressor tool.
9. Locate the top shock mount in the engine compartment. Remove the nut, retainer and grommet from the shock. See **ILLUSTRATION 2.**
10. ***Coil spacer kit only!:*** Remove the three nuts from the upper shock bracket. Remove the bracket and set aside.
11. Unbolt the shock absorber from the lower mount bracket on the axle. Remove the shock through the engine compartment.
12. Carefully lower the floor jack until coil spring is free from the upper spring pocket. Remove the coil spring.
13. Remove and set aside the upper rubber isolation pad on the coil and the stud ring from the spring pocket.
    NOTE: You will not be reusing the stud ring in the installation.
14. Repeat on other side of the vehicle.✪
15. Locate the front rubber bump stops, mounted on the frame near the coils. Remove the bump stop from it's pocket using a pair of pliers. A back and forth action will assist in working it out.
16. Place the new bump stops, PN **15-10995**, in existing bump stop pockets, as shown in **ILLUSTRATION 3**. By using leverage against the bottom of the bump stops, force the bump stop into place (detergent soap may help if the fit is tight).✪

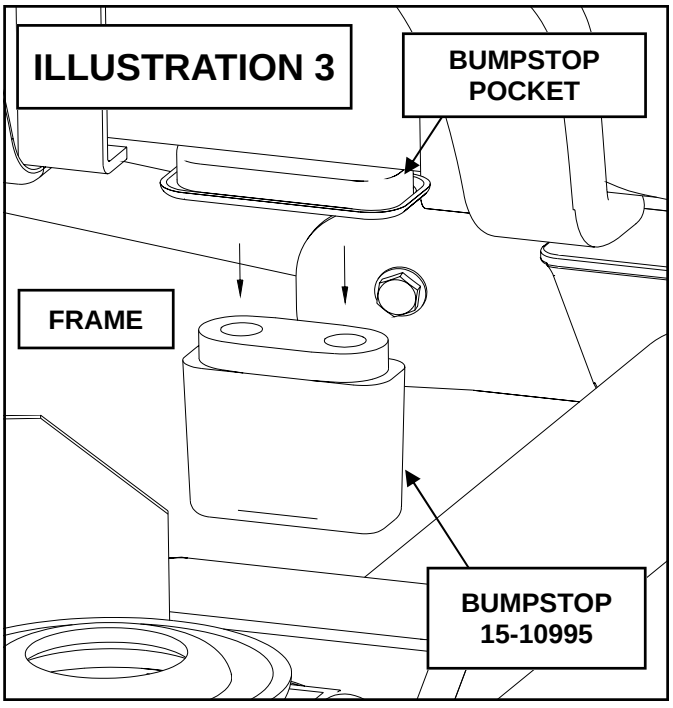
Complete control arm replacement on one side of the vehicle before removing the control arm from the other side.

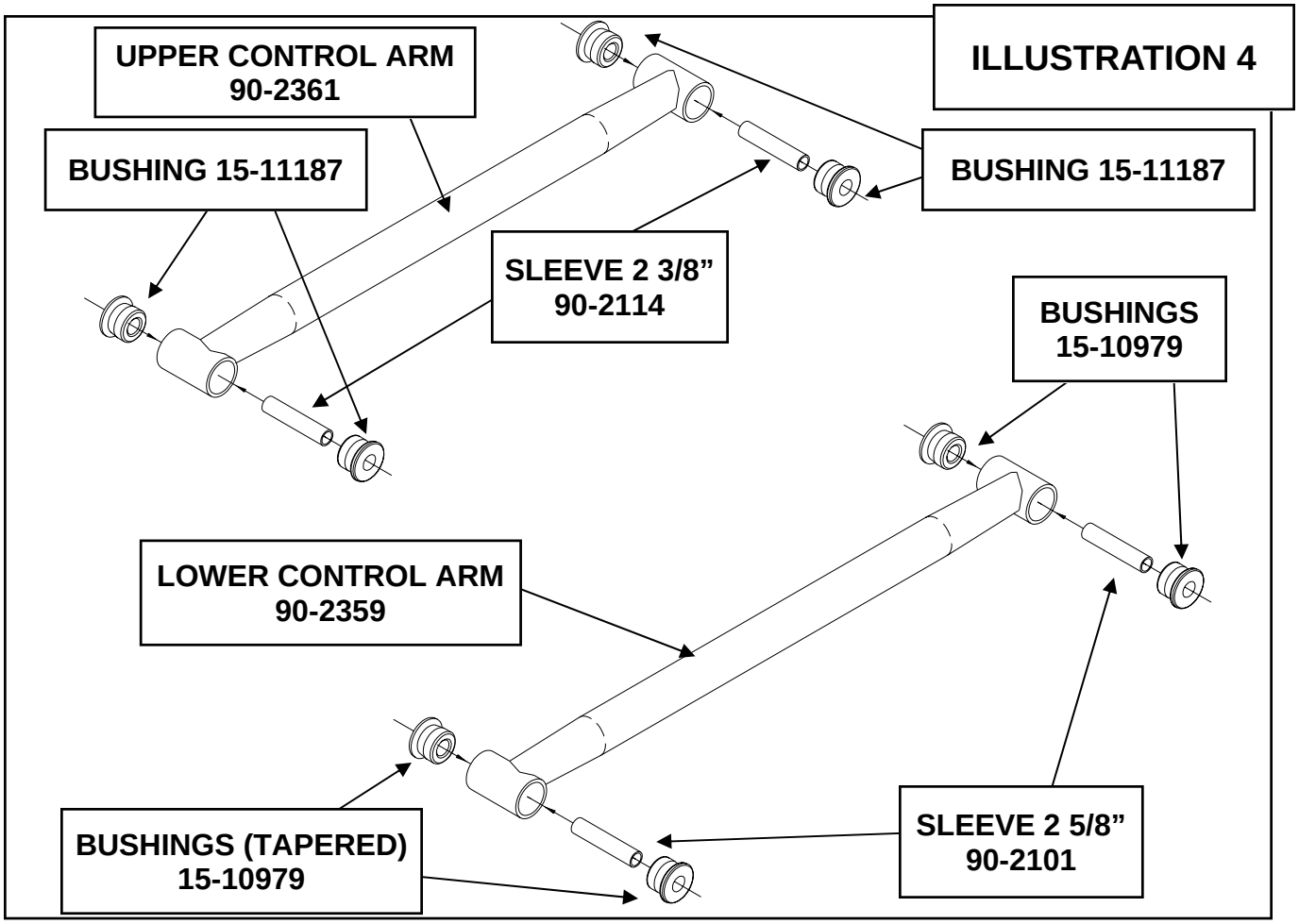
17. On the bottom of the lower control arm. Mark the location of the index mark on the adjustment cam-bolt and bracket, remove the cam-



bolt, washer and nut.

18. Next, remove the hardware from the frame bracket holding the lower control arm in place. Remove the control arm at this time.
19. Install the bushings and sleeves from hardware pack **90-6273** into the new lower control arm PN **90–2359** as shown in **ILLUSTRATION 4**. Use the lubricant as necessary. Install the supplied sleeves.
20. Install the new lower control arm with the **OE** hardware. Install a new factory cam-bolt **(Dodge PN 6505742AA)** and nut. **Do not reuse the original cam-bolt**. Do not torque fasteners at this time.
21. Remove the factory upper control arm existing hardware from the axle bracket and frame bracket.
22. Remove the factory upper control arm.





23. Install the bushings and sleeves from hardware pack **PN 90-6274** into the new upper control arms. Refer back to **ILLUSTRATION 4**. Install the supplied sleeve **90-2114**.

24. Install the new upper control arm PN **90-2361** into the original mounting location with the short bend to the rear of the truck, the bend will face up. Refer to **ILLUSTRATION 5**

    NOTE: Rotating the lower adjusting cam-bolt may help installation.

25. Use the existing hardware to fasten the upper control arm as shown in **ILLUSTRATION 5.** Do not torque at this time.

    <u>NOTE</u>: On V8 and diesel models the exhaust may need to be removed on the driver and passenger side. If so, remove exhaust hanger bushings. Undo clamp on the turbo or unbolt from the header. Move exhaust out of the way to get the control arm bolt in and out. Remember to reinstall the exhaust to factory specifications.

    <u>NOTE</u>: Some installers choose to cut the head off the passenger side upper control arm bolt rather than remove the exhaust. If you choose this method use the replacement bolt from pack (90-6654).

26. Repeat these procedures on the other side of the vehicle.

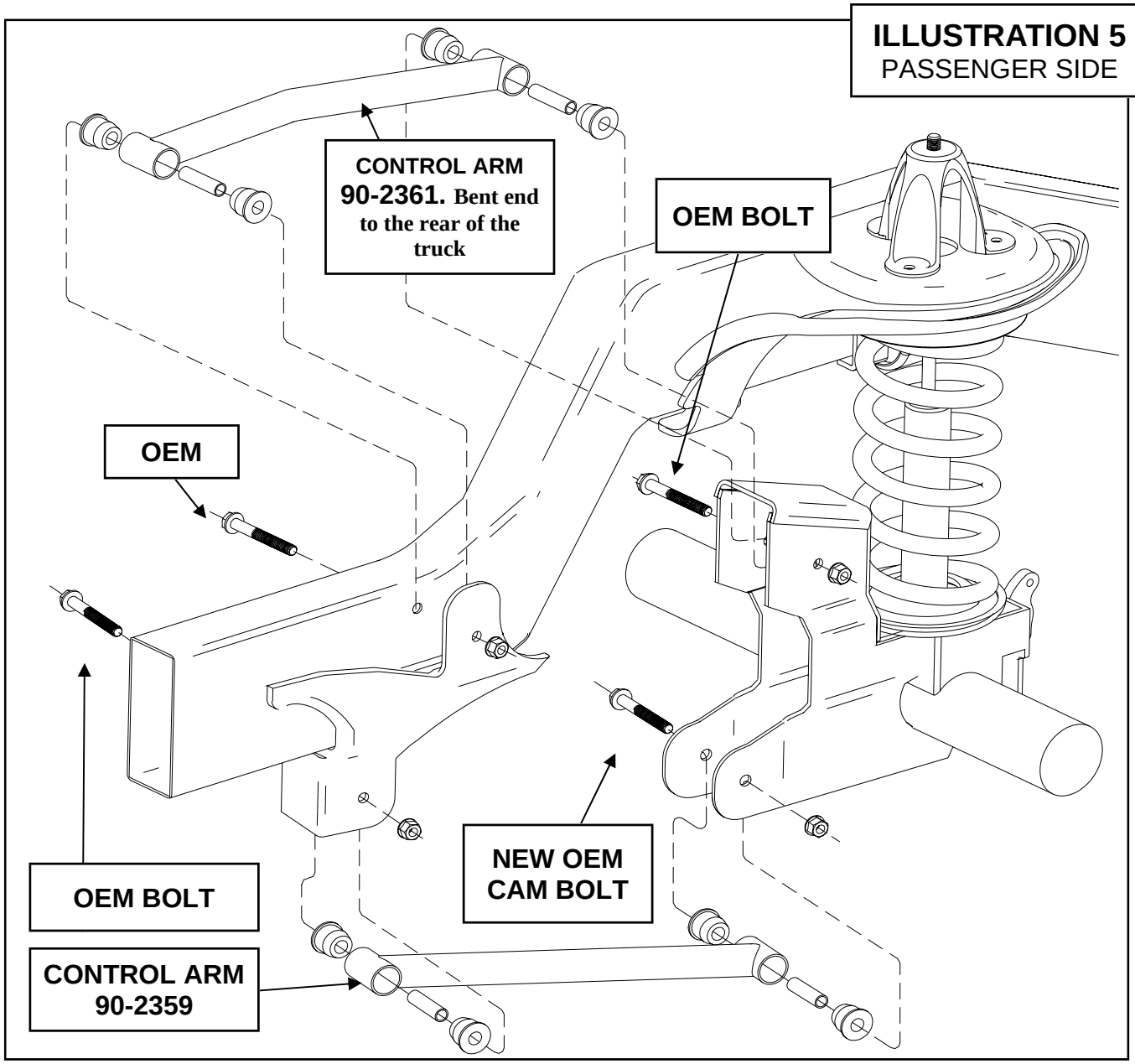
27. Tighten but do not torque the control arms at this time.

28. Remove nut on the pitman arm and remove the pitman arm from the steering box with the pitman arm puller. Install new pitman arm PN **DC500**. Make sure the new arm is installed in the same location and orientation as the old pitman arm. Torque bolt to 225 ft-lbs.

NOTE: Steps 29 through 35 are to be completed in the coil spacer kit installation only!

29. Place the spring spacer, PN **90-4091**, into the upper spring pocket on the frame, see **ILLUSTRATION 6**. Install bolts from **90-6069** through holes in factory spring perch. Then loosely fasten using the **7/16”** bolts and lock

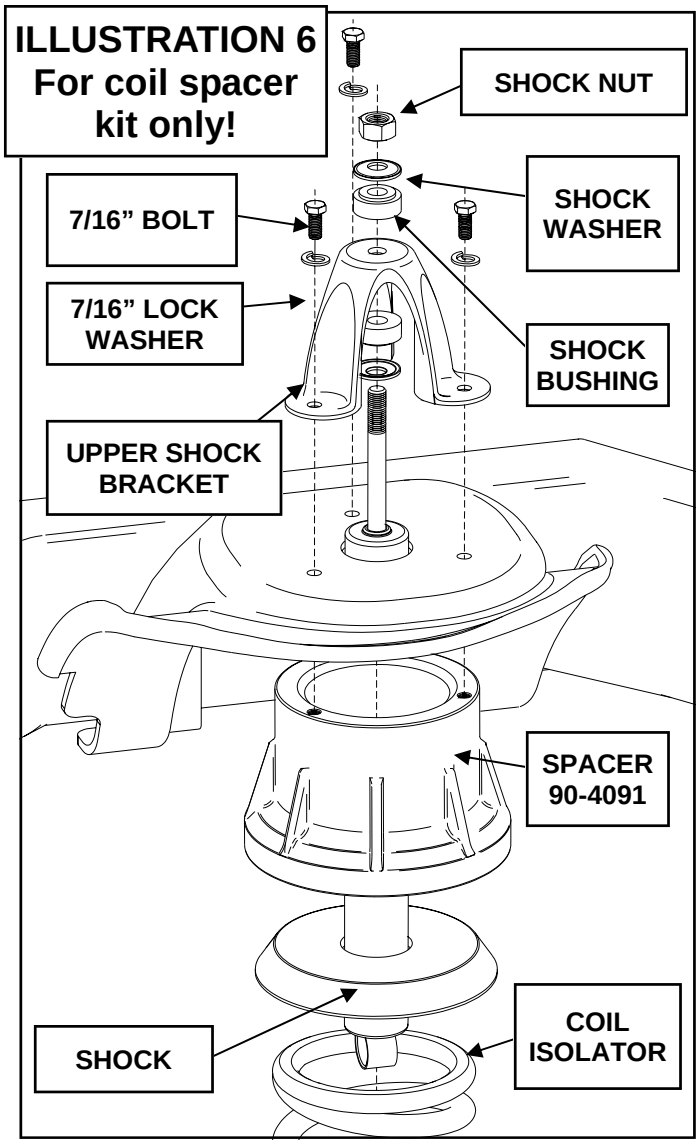
ILLUSTRATION 5
PASSENGER SIDE



washers.

30. Insert the rubber isolator pad inside the recess of the spring spacer, see **ILLUSTRATION 6**.
31. With the front axle supported with a jack, disconnect and remove track bar. Lower the axle and install the coil springs. Be sure the coils are properly indexed.
32. Raise the front axle with the floor jack so that it compresses the front coil springs.
33. Install your new Pro Comp shocks **(**PN **927591 or MX6104)** through the coil spring from the engine compartment. Install the lower shock bolt and torque this hardware to **60 ft-lbs**.
34. Remove the **7/16"** hex bolts from the spring spacer. Align holes and install upper shock tower bracket. See **ILLUSTRATION 6**. Install **7/16" x 1-3/4"** bolts, nuts and washers and torque to **35 ft-lbs**.
35. Install the upper shock mount using the grommet and retainer, fastening the shock stud and to the shock bracket with the upper shock nut.

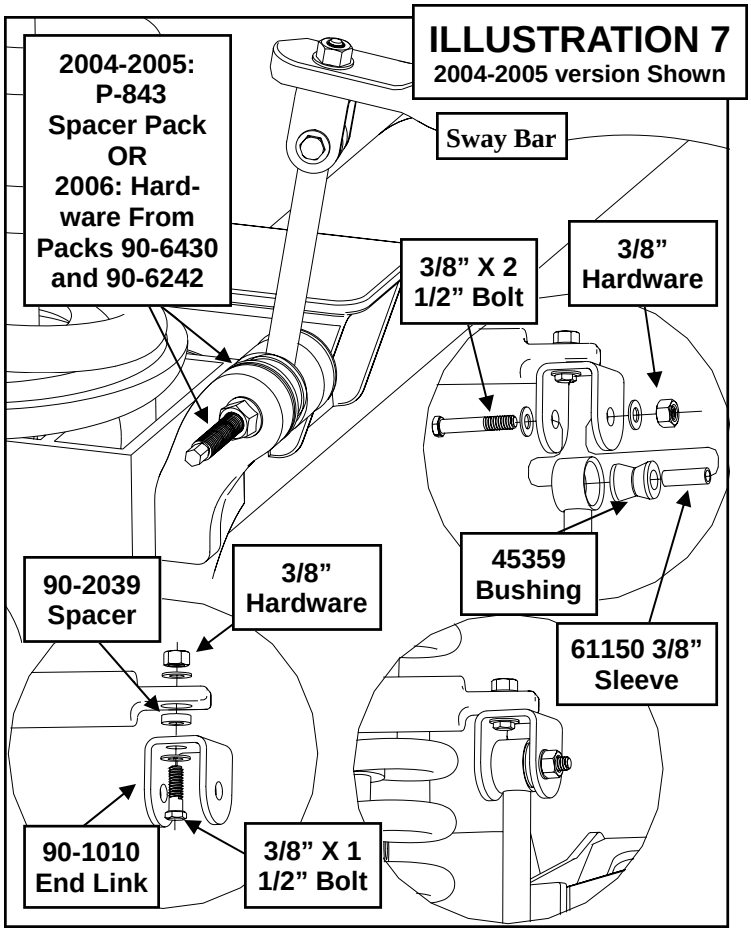
NOTE: Steps 36 through 38 are to be completed in the coil spring kit installation only!

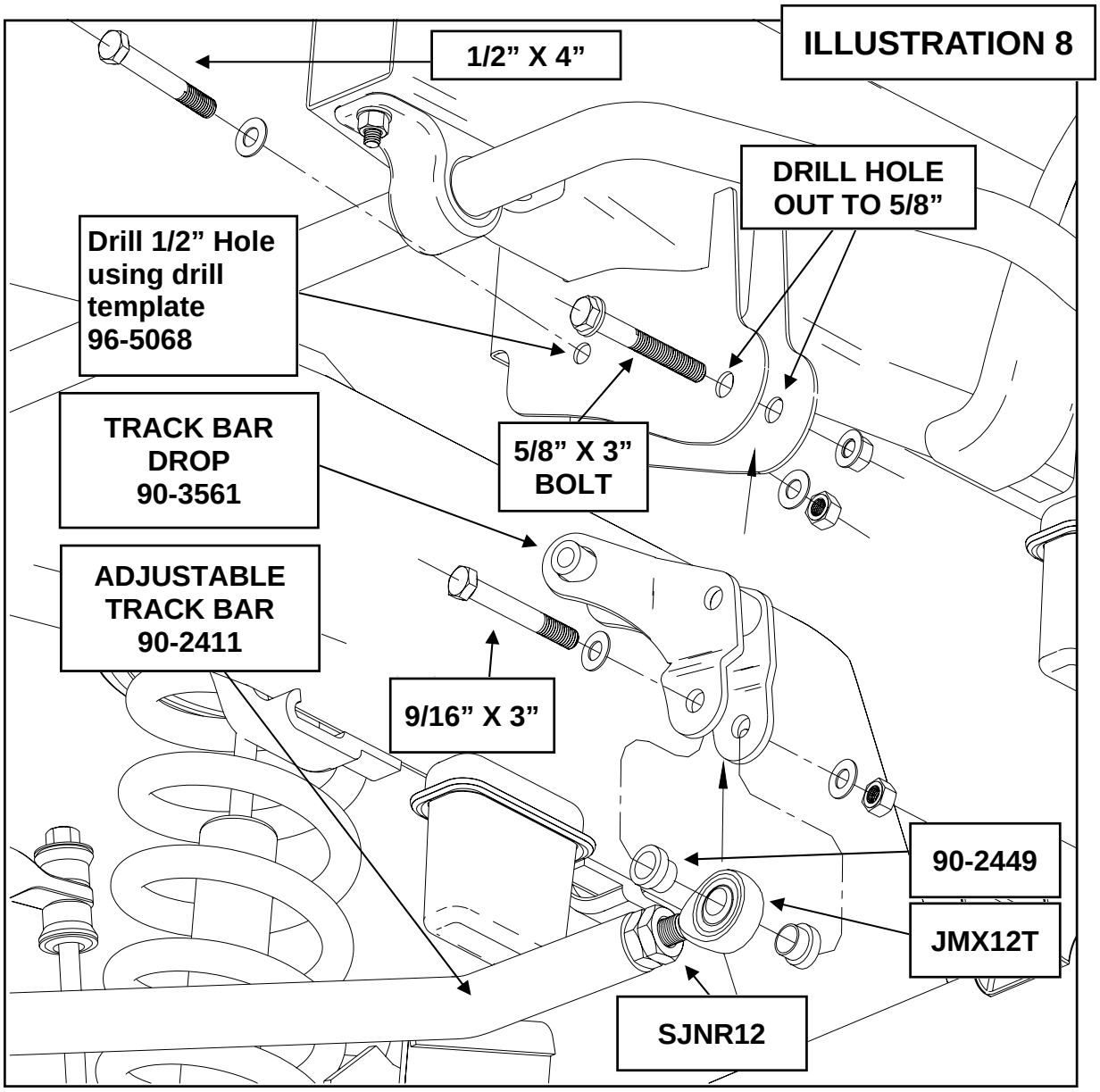


36. With the front axle supported with a jack, disconnect and remove track bar. Lower the front axle.
37. Install the factory spring isolator onto the supplied Pro Comp coil springs **(56160 diesel or 56170 gas).** Carefully compress and install the Pro Comp coil springs **(56160 diesel or 56170 gas)** into the spring buckets. Raise the front axle into place and make sure the coil spring is indexed properly on the lower spring perch.
38. Install your new Pro Comp shocks **(**PN **927591 or MX6104)** through the coil spring from the engine compartment. Install using the previously removed upper hardware and the lower shock bolt. Torque the lower bolt to **60 ft-lbs**.
39. Rotate the tie rod at the pitman arm 1/2 turn and attach it to the bottom of the new pitman arm. Torque nut to 45 ft-lbs.
40. Assemble and install to the axle the SWAY BAR LINK **90-2357** with the bushings and **P-843** hardware from pack **90-6312**.

NOTE: 2006 models may have a 14mm lower sway bar hole. If so, use the 14mm bolts and hardware from pack 90-6430, lower bushings and sleeves from pack 90-6242 on the bottom to attach the links to the axle.

41. Use the 3/8" X 1 1/2" bolt and 3/8" washers and nuts from **90-6024** to attach the **90-1010** to the sway bar end. Use the 3/8" X 2 1/2" hardware from **90-6024** to attach the **90-2357** to the **90-1010.** See **ILLUSTRATION 7**.
42. Repeat on the other side of the vehicle.✪
43. Install the hose clamps and screws from hardware pack PN **90-6029** to the brake lines.
44. Bolt the front brake line extension brackets





PN **90-1539** to the original **OE** brake line bracket holes, on the front axle brackets, using the previously removed **OE** bolts.

45. Secure the **OE** brake lines to the brake line extension brackets PN **90-1539** using the supplied 5/16” X 1” bolt and hardware.
46. Install your wheels and tires and lower the vehicle to the ground. Tighten the lug nuts to **90 ft-lbs**.✪
47. Torque the control arms to specifications chart in the rear of the instructions.
48. Drill out the existing track bar mounting hole in the frame to 5/8”.
49. With hardware pack PN **90-6268** install track bar drop PN **90-3561** and drill template PN **96-5068 (from the rear of the vehicle)** into the original track bar mounting location. Secure the bracket using the supplied 5/8” X 3” bolt and hardware in the existing track bar mounting hole. See **ILLUSTRATION 8**. DO NOT TORQUE TRACK BAR DROP.
50. Secure the track bar drop bracket to the newly drilled hole using the supplied 5/8” X 3” bolt and hardware. Be sure to oil the threads of the bolt before installation.
51. The track bar drop bracket will be torqued later. Save the remaining hardware to finish the installation.
52. Line up the track bar mounting hole on the

bottom with the existing mounting hole so the lower hole is exactly below the existing upper hole and tighten the bolt.

53. Install the bushings **15-11220** and sleeve (**90-2759 for 2008 models or 90-2763 for 2003-2007 models)** into the new adjustable track bar PN **90-2411**. Install the jam nut **SJNR12** and the ROD END **JMX12T** to the track bar screw it in so that about 5 threads show.
54. Install the new adjustable track bar PN **90-2411** with the **OE** bolt and nut on the bottom and the **90-2449** spacers, 9/16" X 3" bolt, washers and nut on the top. See **ILLUSTRATION 8.**
55. With a jack and some jack stands you will need to center the front axle under the truck. You can use a point on each side of the frame and the axle to use as a reference.
56. With the vehicle on the ground and the axle centered under the truck. Use the small hole in the drill template PN **96-5068** to center punch and drill a pilot hole in the frame for the remaining track bar mounting bolt. Refer to **ILLUSTRATION 8**.
57. Unbolt and remove the drill template from the vehicle. Drill the pilot hole out to 1/2"
58. Reinstall the 5/8" X 3", 9/16" X 3" and 1/2" X 4" track bar bracket mounting bolts. Be sure to oil the threads of the bolt before installation.
59. Torque the track bar drop hardware according to the torque chart on page 15. Torque the 5/8" X 3" bolt to 150 ft./lbs.
60. See the driveshaft note below. See **Illustration** 9.
61. With the vehicle on the ground re-attach sway bar end links. Torque down end links and sway-bar bolts.
62. On both sides of the vehicle, check the routing of the brake lines and the ABS wire harnesses. There must be no pinching, rubbing, or stretching of any component. Use zip ties to secure these items out of the way of the steering components. At full droop, cycle the steering from lock to lock while observing the reaction of these components. Reposition them if needed.
63. Recheck for proper installation and torque, of all of the newly installed hardware.
64. Have your vehicle aligned.
65. After 100 miles recheck for proper torque on all newly installed hardware.
66. Have your headlights adjusted.
67. Recheck all hardware for tightness after off road use.✪

DRIVE SHAFT NOTE: WHILE THE TRUCK IS IN THE AIR SPIN THE FRONT DRIVE SHAFT. IF THE FRONT DRIVE SHAFT BINDS AT FULL DROOP THE JOINT CAN BE TRIMMED. YOU CAN GRIND THE OUT SIDES OF THE CLOSE JOINTS ON BOTH SIDES. YOU WILL ALSO NEED TO GRIND THE INSIDE OF THE FAR JOINTS ON BOTH SIDES. USE THE ILLUSTRATION TO GUIDE YOU. YOU SHOULD HAVE THE DRIVESHAFT BALANCED BY A QUALIFIED SHOP WHEN YOU ARE FINISHED.

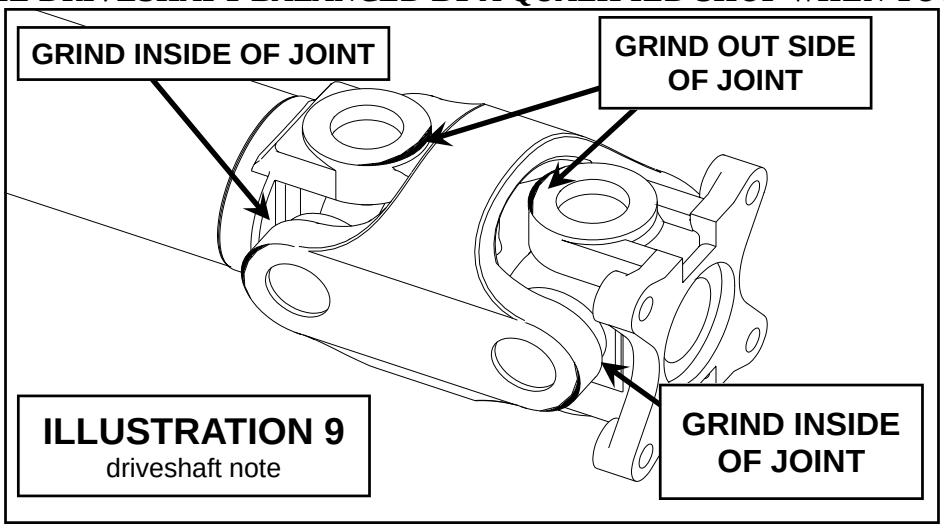


ILLUSTRATION 9
driveshaft note

Rear Installation

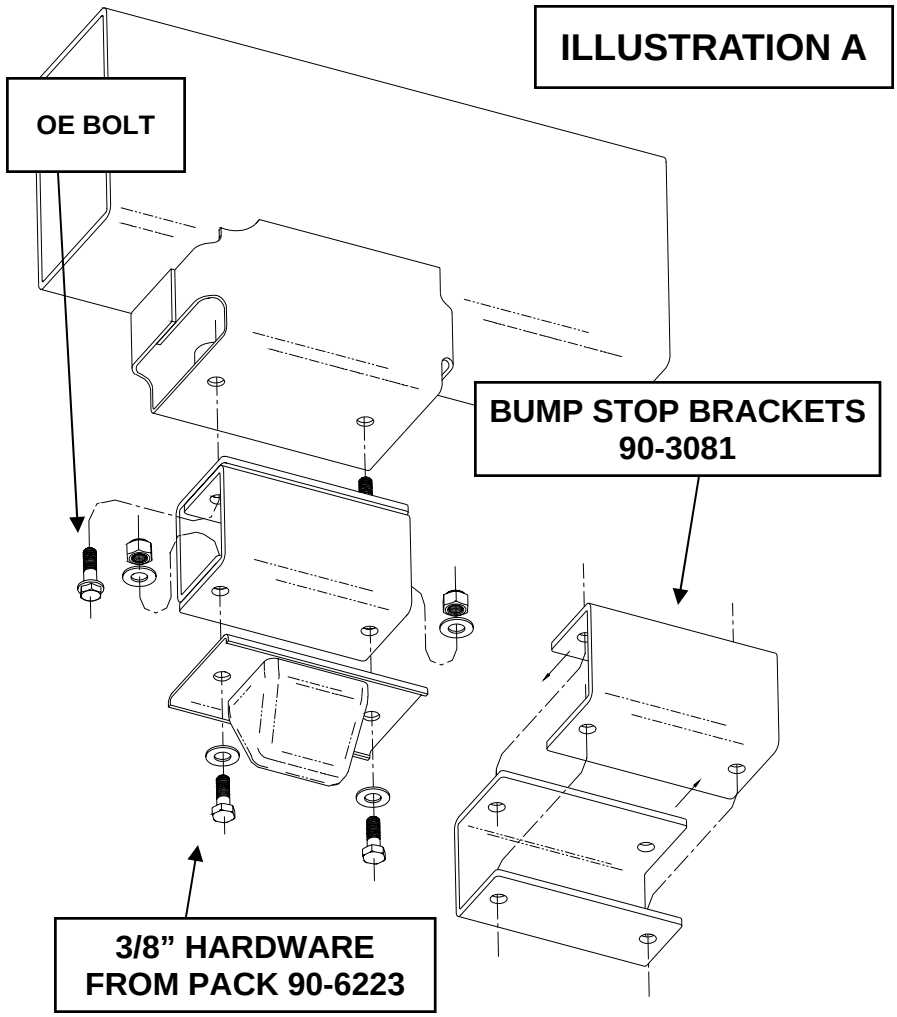
1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the wheels and tires.
3. Remove the shocks on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.
4. Remove the factory bump stop from the frame.
5. Fit 2 of the new BUMP STOP BRACKETS **90-3081** together as shown in **Illustration A**. Then bolt to the frame using the factory bolts.
6. Using the hardware from pack **90-6223** bolt the bump stop to the brackets. As shown in **Illustration A**.
7. Repeat the installation on the other side of the vehicle.
8. Loosen the U-bolts on the passenger side. Remove the U-bolts on the drive side.
9. Install the lift block **(95-300D)** on the axle pad and use your floor jack to raise the axle to the spring. Apply a slight amount of pressure with your floor jack against the spring pack and engage the centering pins into the locating holes at the top of the lift block.

   NOTE: The factory spring pack will have two metal pins on the bottom, it may have a third plastic pin in the center. To install the lift block this plastic pin can be removed with a pair of pliers.
10. Secure the assembly with the U- bolts **13-90330** and new high-nuts and washers from hardware pack **20-65302**. Do not tighten the U-bolts at this time. See **Illustration B**.

    NOTE: make sure the block sits flush on the axle perch.

NOTE: If the vehicle is equipped with a Dana 80 rear end, use U-bolts 13-90328 and hi-nuts 20-65471. The holes in the

ILLUSTRATION A



spring plate will need to be drilled out to accommodate the new larger U-bolts.

11. Repeat the installation on the other side of the vehicle.

12.When the installation of the remaining side is complete, torque the U-bolts to 85 ft. lbs.

13.Install your new Pro Comp shocks **(MX6100 or 929505** shaft up**)** and torque this hardware to **60 ft./lbs**.

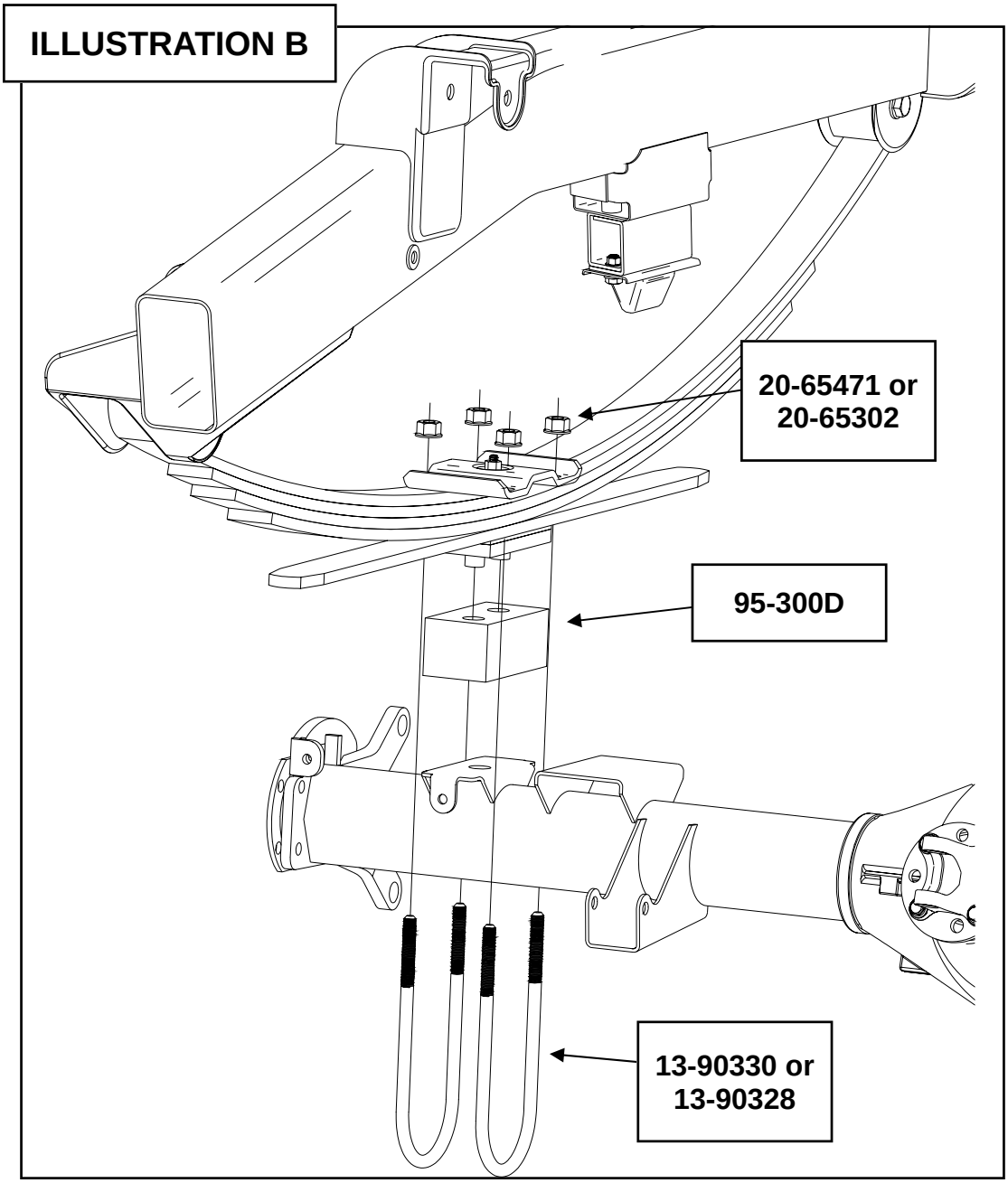
14.Reinstall the wheels and tires and lower the vehicle to the ground.

15.Recheck the wheel lug torque on all four wheels at this time.

16.Recheck all hardware for proper installation and torque at this time.

17.After test driving: If there is a rear drive line vibration you can install shim kit **51255** with hardware pack **90-6327**. Try various combinations until the vibration is eliminated.

ILLUSTRATION B



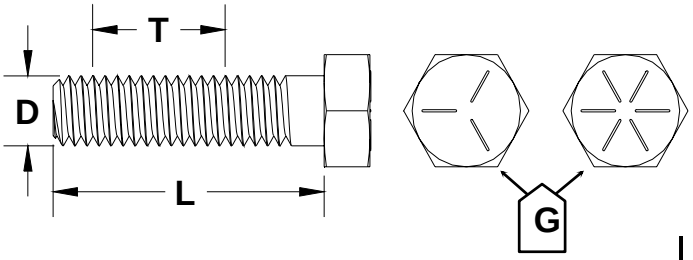
Bolt Torque and ID

Decimal System

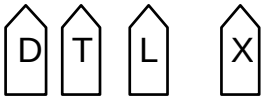
Metric System

All Torques in Ft. Lbs.

Bolt Size	Grade 5	Grade8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290



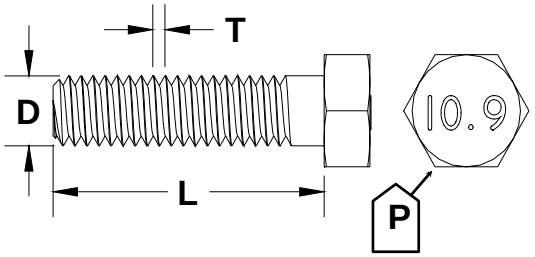
1/2-13x1.75 HHCS



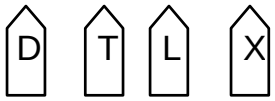
Grade 5 **Grade 8**

(No. of Marks + 2)

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)



M12-1.25x50 HHCS



P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)

Notice to Owner operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off–road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, Pro Comp reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain Pro Comp products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

Pro Comp warranties its full line of products to be free from defects in workmanship and materials. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
  - Discontinued products at Pro Comp's discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in Pro Comp's catalog
- Components or accessories used in conjunction with other manufacturer's systems
- Tire & Wheel Warranty as per Pro Competition Tire Company policy
- Warranty claims without "Proof of Purchase"
- Pro Comp Pro Runner coil over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges.
- Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.

E-Mail: tech@explorerprocomp.com
Website: www.explorerprocomp.com
Fax: (619) 216-1474
Ph: (619) 216-1444

PLACE

WARRANTY REGISTRATION NUMBER

HERE: _____